

RACING NOTES



APPENDED to this week's notes will be found a good many letters—several of them over signatures carrying the very highest authority—dealing with the question of the admission of numbers of doubtfully or admittedly impurely bred mares of American origin to the English Stud Book. Many other letters, unfortunately marked "Private," have also reached me; but it may safely be said that there is a general consensus of opinion that the admission of mares so bred is wholly inadvisable. It may be, as I said in a previous article, that now—for the time being, that is—expert breeders, with the knowledge of pedigrees at their finger ends, would be able to avoid buying or breeding from "tainted" mares without much difficulty; but, as Mr. H. T. Fitzwilliam points out in the course of a most interesting and valuable letter, that difficulty will increase in the future. It exists already with regard to such of these doubtfully bred mares as were admitted to the Stud Book some few years ago, for against their names there is no indication whatever to show that there is American blood in their veins. Take, for instance—it is not an example of any particular importance—the mare Hopper;

she had last year a filly foal by Le Bizou. Supposing that foal to come up for sale as a yearling, its would-be purchaser might look up her dam, Hopper, in the Stud Book. He would find her in Vol. XXI. simply described as being by "Hopbine out of Burganilda, by Cylinder, continued from Vol. XX., page 369." There is no hint of any American blood, and the would-be purchaser might, as he ought to be able to do, assume the filly in question to be, in fact, "thorough-bred."

Supposing, however, that he took into his head to find out something about Hopbine; Vol. XX. tells him simply that "Hopbine, by Despair, was sent abroad in 1904." He goes back to Vol. XIX. Here, as far as I can see, there is no mention at all of Hopbine. But in Vol. XVIII. we find that Hopbine is by Despair out of Vixen, by the American Foxhall. Foxhall, excellent as an individual race-horse, was a doubtfully, I think certainly an *impurely*, bred horse, and was a hopeless failure at the stud. The fact is that the English Stud Book is so permeated with these strains of doubtful and impure American blood that, unless the student, breeder, or buyer is absolutely sure of his knowledge, it has become almost necessary to devote considerable time and patience to the investigation of a pedigree before acquiring the certainty that he is not unwittingly committing himself to dealing with strains of their blood. It is, moreover, impossible to accept the fact that a horse or mare figures in the Stud Book is in itself a proof of pure breeding, and I venture to submit that this is a very wrong state of affairs. To remedy it, I would suggest that if it be deemed inadvisable or impossible to revise the Stud Book as to exclude all these doubtfully or impurely bred animals—if they cannot be assembled in another, or, as one

of our correspondents suggests, in a "Supplementary Stud Book"—it might be possible to adopt a simple form of lettering, by means of which doubtful strains of American blood might be made apparent at a glance. I am, however, by no means singular in hoping that more drastic measures may be taken—half-measures are of little use, and there is no use in blinking the fact that no doubtfully bred, let alone impurely bred, animal, no matter where bred, ought to figure in the English Stud Book, supposing the object of the Stud Book to be to record the pedigrees of none but horses of undoubted purity of descent.

There is another subject to which I must allude; it is this. A correspondent writes to ask me if I had checked the *one hundred and eighty* doubtfully or impurely bred mares included in Vol. XX., by seeing how many of them were to be found in Vol. XXI. (the last published volume of the Stud Book). I had not done so, but I am now able to tell him that—the work has been done hurriedly—as far as I can see, about eighty-six of them are either dead, sent abroad, or from one reason or another not mentioned in Vol. XXI. But it by no means follows that the situation

has improved—far from it—because the majority of these mares—also those which remain in Vol. XXI.—have had produce. Now just a word about Colin. Lord Clonmell's strenuous defence of that horse led me to make a fresh investigation into his pedigree. I have ransacked the American Stud Book, Herman Goos' tables, and every other source of information open to me, with the result that I remain convinced that the most that can be said in favour of him is that he is of



W. A. Rouch.

ABBOT'S CHOICE.
Winner of the Surbiton Handicap Steeplechase.

Copyright.

"doubtful" breeding. I think myself that he is "impurely" bred; but, as I have repeatedly said, I am quite open to conviction, and if his owner, or anyone whom it may concern, can prove that he is a "clean-bred" horse, both through sire and dam, I shall be only too pleased to give publicity to the facts, and, further, to send him suitable mares.

Turning to other subjects, it is satisfactory to note the number of new candidates for Grand National honours which figure among this year's entry for the great steeplechase, for it serves to show that there are plenty of horses whose owners think—hope would be perhaps a better word—that they may be able to gallop four miles and a-half, and to get safely over the biggest and stiffest fences which a 'chaser is ever called upon to face. At the head of the proved and tried "National" horses is Jerry M., one of the very best 'chasers who ever looked through a bridle. Some recognition of his brilliant victory last year the handicapper will, I suppose, have to make in the shape of additional weight—last year he carried 12st. 7lb. But that notwithstanding, if Sir C. Assheton Smith's champion is fit and well on the day of the race, he will take all the beating the best of his opponents can give him. Among them

is Glenpatrick, concerning whom a good "foreword" comes from Ireland. There is, too, Ballyhackle, a very nice stamp of a 'chaser, who was I thought very unlucky when he came to grief last year. There are, in fact, quite a number of fairly good-class 'chasers in this year's Grand National entry; but apart from the big fences which bar their way, there is Jerry M., a very big obstacle indeed. Messrs. Pratt have met with a good response—not a bit better than they deserved—in answer to their efforts to make this year's National Hunt Steeplechase Meeting a success, capital entries having been secured for the National Hunt Steeplechase itself, as well as for the National Hunt Handicap Steeplechase and the County Handicap Hurdle Race. If, indeed, the promise contained by the entries for the various events included in the programme is borne out by events, the National Hunt Meeting of this year bids fair to be a memorable event in the annals of steeplechasing.

As to current racing there is little to be said. Some candidates for the Grand National were seen out at Hurst Park on Saturday last—Clondalkin, Dysart, Piccanniny II., Carsey and Bloodstone. The last-named, it may be added, was, in my opinion, palpably unfit, and therefore no notice need be taken of his running in the Open Steeplechase. It will be remembered that he ran second to Jerry M. in last year's Grand National. With regard to events in the immediate future—that is to say, this week's racing—I can offer no better suggestion than that anyone wishing to have a small "flutter" had better make a point of inspecting the runners himself, pick out those which appear to be "fit," are provided with a good jockey and belong to owners of standing and repute. Having done that, the issue of their ventures must be left to—luck.

TRENTON.

CORRESPONDENCE.

AMERICAN-BRED HORSES.

SIR,—My opinion has always been that it is a great mistake to admit any horse into the English Stud Book that cannot be traced throughout its pedigree to pure English thorough-bred sources.—F. W. LAMPTON.

SIR,—As I am on the point of starting for Egypt, I fear I shall not have time to go into the subject of impure or unproven pedigrees being admitted into the Stud Book. Being "outside" the English Stud Book will not prevent many of them being good race-horses, but I do think it urgently desirable that breeders should be able to rely implicitly on any horse whose name appears in that book being without alloy or taint of any kind, and as time goes on the difficulty will become greater for those who come after us. Some years ago an attempt was made to place Newhaven in the book, and I remember that the late Mr. Weatherby then consulted the Stewards of the Jockey Club of that day, of whom I was one, and we were strongly of the opinion that, although the evidence went to show that the horse was in all probability thorough-bred, his full pedigree could not be proved, and that his name ought not to be inserted. I certainly hope that no efforts will be spared towards keeping our Stud Book absolutely pure.—HENRY W. FITZWILLIAM.

SIR,—With regard to the articles in COUNTRY LIFE as to the necessity of keeping the Stud Book pure, I am in entire agreement with what Lord Durham has written, that Messrs. Weatherby and the Stewards of the Jockey Club thoroughly recognise the importance of keeping the English Stud Book as an untainted record of thorough-bred horses. I think, however, that the articles will have done good, in that they show how very strong the feeling is in this matter, and will lessen the disappointment of owners of really good race-horses which are impurely bred, and cannot therefore be included in the Stud Book.—R. WALDIE GRIFFITH.

SIR,—On no account would I breed from a mare in my own stud that had the slightest strain of impure blood, and it follows in reason, therefore, that if I possessed the Stud Book copyright I would not admit her there either. The best test for pure blood, namely, the hall-mark of the thorough-bred horse, is the Bruce Lowe figure in every degree, and I do not intend to use any other. In my own stud I even go on more strict lines than that.—W. HALL WALKER.

SIR,—I am quite in accord with those interested in the breeding of the thorough-bred horse who have written in your columns expressing their disapproval of the contamination of the existing breed by the admission of impurely bred American horses into the English Stud Book. I can only believe that the reason for admitting the two horses in question—viz., Americus and Coin—must be, in the case of the former, on account of the great racing merits of his stock, and in the case of the latter on account of his own personal merit as a race-horse in America; but directly you depart from the hard-and-fast rule that any horse or mare which cannot be traced to the earliest source in our Stud Book should be ineligible, then there is no reason why Shogun or Prospector, or, indeed, any other horse, should not be admitted. It has been said that American stallions are turned loose with the mares on their ranches or farms and are allowed to breed as they would do in their wild state; how, then, under these conditions, is it possible to say accurately how the produce are bred, or even what are the correct dates when a mare may have been stinted? (I cannot vouch for this, as I am speaking on this point only from hearsay.) Since racing has been discontinued in America, we have been flooded with yearlings from over the water, which have met with more or less success in England on the Turf, and this invasion has been borne with great good nature and equanimity by our breeders in general, knowing

as they do that they have a sufficient supply of the genuine article at home from which to replenish their breeding studs; but if, as it appears, there are in Vols. XVIII. and XXI. of the Stud Book about one hundred mares and half-a-dozen sires which have no right, owing to their impurity of blood, to be included in these volumes, and if these numbers are likely to increase, we shall in time—and that at no distant date—lose that advantage which we now possess, and also the reputation which we have hitherto held in this country, of being the possessors of the only true source from which the foreigner can from time to time replenish his stock. I do sincerely hope that the authorities of our Turf will not be so blind as to allow this fatal policy to continue. If, owing to the undoubted racing merit of some of the American impure strains, it is thought advisable, let there be a separate volume for them, but do not call it the General Stud Book for the English Thorough-bred. I for one, however, should decline to avail myself of this volume.—ALWYN H. F. GREVILLE.

SIR,—I have never felt that it can be otherwise than most harmful to horse-breeding in this country to admit into the pages of our Stud Book—the chief object of which one would think was to keep our breed pure—foreign horses tracing to strains which it has not hitherto recognised! Are our breeders, owing to the race-course success over here of certain carefully-selected American celebrities like Foxhall, really desirous of an American blend of blood? No, certainly not; they are practically unanimously of a contrary opinion, which has been confirmed through a few American horses standing here as sires. Foxhall's name in a pedigree is disliked, I think I may safely say, by any breeder of experience. Americus, another of the few American sires standing here recently, was, like most of these importations, deficient in stamina, and never sired a stayer, and I have observed that any of his stock resembling their sire were worthless. The best of them, Americus Girl, is so much like her grand-sire, Gallinule, that on first seeing her as a two year old I asked if she were a daughter of Gallinule. Perhaps it may be possible for those responsible to see that the coming volume of the Stud Book only includes thorough-breds. I feel certain it would add to its value if a plan could be devised whereby several families, such as the famous one that in recent years has given the Turf its performers, including Clorane, Prospector and a likely Derby winner, Shogun, and which are universally believed to be thorough-bred, were included. Many of them in Ireland were, it is well known, purposely not registered in order that their owners might claim breeding allowances, to which real half-breds were entitled.—W. AGNEW MURPHY, Osberstown, Sallins, R.S.O., County Kildare.

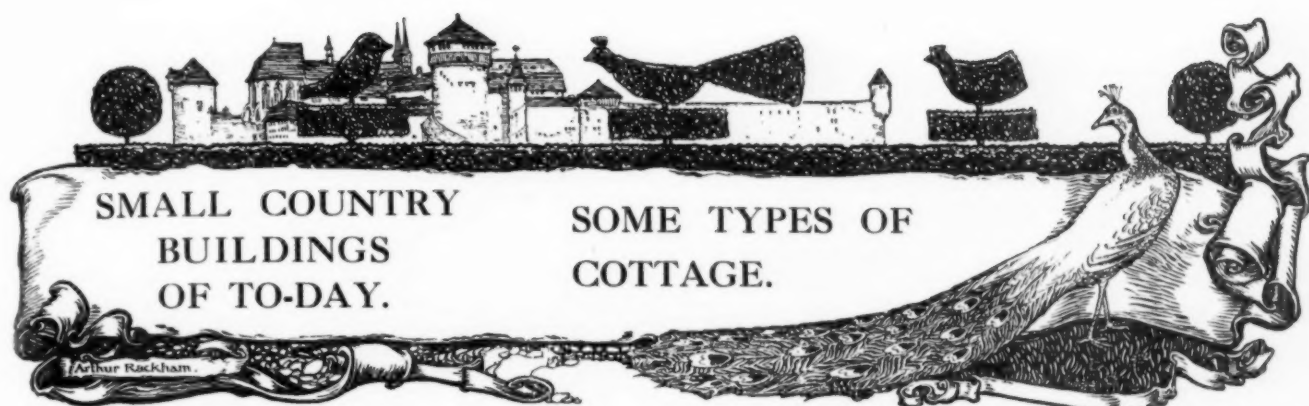
SIR,—I think it is very wrong to allow the names of doubtfully bred horses to appear in the General Stud Book, unless in a separate list especially kept for such horses. I would not purchase a mare, or use a horse, with any native American blood in its pedigree. The world looks to England for pure-bred horses, and we ought to secure its confidence by keeping our Stud Book clear of any but such horses.—B. B. SAPPWELL.

SIR,—I trust your very able writer of "Racing Notes" in COUNTRY LIFE will keep on pegging away at the gross injustice of admitting impurely bred American horses and their produce into the Stud Book, while excluding English and Irish horses of immensely superior purity of blood, although I think most people would admit that his article in the copy of the 4th inst. leaves Messrs. Weatherby without the ghost of a leg to stand on. It is a subject I feel very strongly on, as I have taken an interest in pedigrees and heredity for many years. I would suggest that all breeders of pure-bred English thorough-bred race-horses should join together to bring out an English Thoroughbred Stud Book to which only animals of pure descent should be admitted; and that Messrs. Weatherby should change the title of the General Stud Book and call it henceforth "A Stud Book for the Appreciation of the Value of Half-bred American Mustangs," as being in accordance with truth.—L. H. O. J.

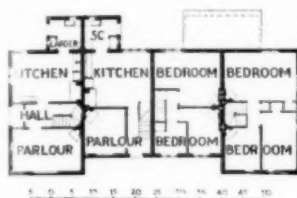
NEST-BOXES FOR TITS.

IT appears, from what we read and from what we are told, that many people suffer much disappointment who put up nest-boxes for the tits and other birds that nest in such places and find that the lodgings thus provided remain untenanted. Probably some lodgings of the kind are more agreeable than others to the birds; situation must make a difference, and there may be a wrong and a right way of construction. But it may be worth while to say a word as to my own experience with these boxes, for it is rather singular. The birds appreciate my boxes, which are made very simply by hollowing out a section of larch trunk, giving it a movable top, so that one can look in and say a friendly word now and then to mother and children, and burning a hole with a poker in the side for the birds to go in and out. They never, except one year, have left the boxes untenanted, and it is a curious thing that they left them, one and all, severely alone in the single year, of all since I have had them in the garden, when I did not clear out during the winter the last year's nest. I left the old nest in on purpose to see what the birds—usually it is blue tits that occupy these boxes, but less often great tits or coal-tits—would do, whether they would use the old bedding again or would pull it out and rebuild. What actually did happen I had not at all anticipated—that they did not come to the boxes at all that year. Of course, one does not know, and it may have just so happened that they were attracted, for some reason unknown, elsewhere; but what seems far more probable is that they did not like finding their last year's nest there, that they prefer to have the place cleaned out before they resume tenancy. I have never failed to clear them out since, and the birds have never failed to use them; but it is altogether a singular thing, because it is not to be supposed that any house-cleaners get to work for them in the holes of the walls or trees in which they build year after year. They must build in them on the last year's foundations. But this experience of mine may be worth noting by people who fail to attract the tits to their boxes. It may be that, leaving the last year's nest in position, they have not pleased the tits, and that if they clear out the old nest they will find the tits occupy the boxes eagerly.

H. G. H.



BEFORE describing the cottages now illustrated, it will be useful to set down some general considerations which have a large bearing on success in cottage-building. It may be assumed that the site has been chosen and that all is ready for building. It is sometimes supposed that money can be saved by going direct to a builder and asking him to prepare plans and an estimate for a cottage with the desired accommodation. No greater mistake can be made. While everyone who has to do with cottages knows that only by severe economies can such property be made to pay even a moderate return, a cheese-paring policy at the outset is not likely to be successful. If the builder is also the designer, the thought and labour that have gone into the preparation of plans have to be paid for in the cost of the building. Though there may be in the accounts no



PLANS.

Ground floor on left; first floor on right of centre line.

separate item for designing, it is obvious that the charge will be there, wrapped up in something else. An architect's fee is five per cent. on the contract value of a building, but this does not apply to work of less value than £1,000, for which he is entitled to charge on a higher scale. We may assume, however, that a cottage is being built as part of a series of buildings to the value of more than £1,000, in which case the fees on a £300 cottage will be £15 plus travelling expenses in visiting the work during its progress. Half of this five per cent. is for preparing plans and half for superintending the work. This is an obviously unremunerative return for all the time and trouble that the design and superintendence demand; but when two or three cottages are being built on neighbouring sites, the injustice to the architect becomes less marked. Where two or more cottages are built from one set of drawings, modified fees can sometimes be arranged. It must be remembered that half the architect's work, and often the more tedious and exacting half, is to superintend the builder

in his carrying out of the building contract. If, but only if, the builder is known to the owner as a man who will faithfully carry out his contract and supply all materials and labour in the letter and spirit of the drawings and specification, superintendence by the architect can be dispensed with and two and a-half



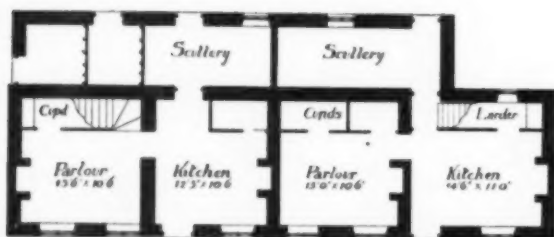
AT CATBROOK, CAMPDEN, GLOS.

per cent. saved. In the case of estate cottages, where the owner himself builds with the aid of a competent foreman, or has an estate agent with a practical knowledge of building who can superintend a contractor, the architect need only be called in to prepare plans and specifications. The point to be emphasised is that the building owner must first be satisfied that his plans and specifications are the work of a competent architect, who is both practical and artistic, who knows the needs and habits of cottage-folk, and yet has an eye for the unpretentious, gracious qualities that make an old cottage a delight to the eye and an ornament to the country-side. Very often the estate agent of a landowner has large experience as to the accommodation wanted in his district and as to the materials which can be most economically obtained, but lacks the power of design, by which alone his ideas can materialise in a satisfactory way. In such cases it should always be possible for him to submit his preliminary drawings to a skilful architect for such amendment as may be necessary to give good architectural shape to the scheme. This can generally be done without undue cost to the building owner. In the case of buildings of more importance than cottages, any such arrangement is greatly to be deprecated. The complete work should be put into the hands of an architect of experience and taste, and he should be left to carry out the scheme from start to finish; but in the case of cottage work, some modification of approved practice is sometimes inevitable, owing to the small sums of money involved, and the possible remoteness of the cottage site, which involves great waste of the architect's time in visiting it.

Turning to the illustrations, attention is drawn to the very attractive group of four cottages with thatched roof, built from the designs of Mr. C. R. Ashbee at Catbrook, Campden, Gloucester. The end cottages are rather larger than the two



A BLOCK OF FOUR NEW COTTAGES AT CATBROOK

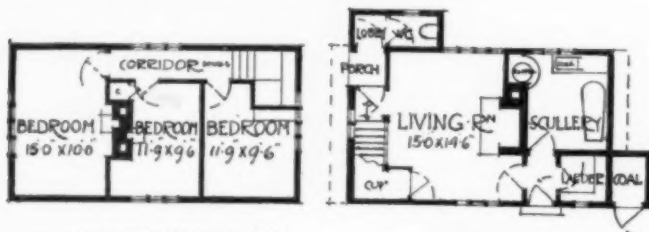


REMODELLED COTTAGES AT BROAD CAMPDEN.

in the middle, but all have three bedrooms, and there are only two chimney-stacks in all. The cost of the four was a thousand pounds. The group has a markedly architectural character, and the smaller view shows how aptly Mr. Ashbee has made a virtue of the structural necessity of the back additions, containing larder, etc. To the same hand is owed the successful treatment of the four old roadside cottages at Broad Campden. They had become unfit for human habitation, and were so small that the four only made two satisfactory homes. The plan shows how well the remodelling has been accomplished. The total cost of reconstruction was no more than one hundred and fifty-eight pounds, so not only have the amenities of the village been preserved by rescuing the old work; but less money has been spent than in a new building, however flimsy.

Yew Tree Cottage, Compton, Winchester, is an example of a process which is going on all over England—the altering of two or more cottages, built for labouring folk, into a home

for people who recognise a higher standard of comfort. At a time when the cry for true cottages waxes louder, it is unfortunate that the fashion for the conversion of old ones becomes wider, and in a general way it is not to be commended. In some cases, however, old cottages would become altogether derelict for

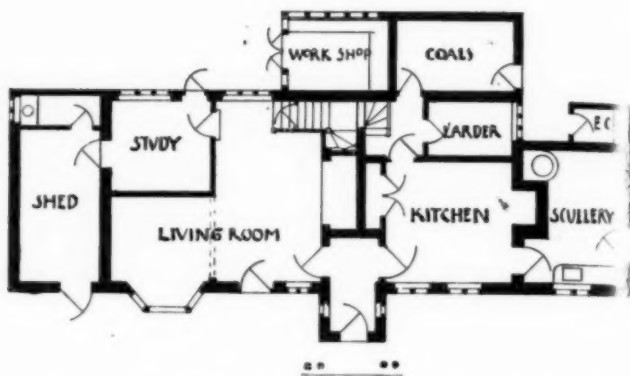
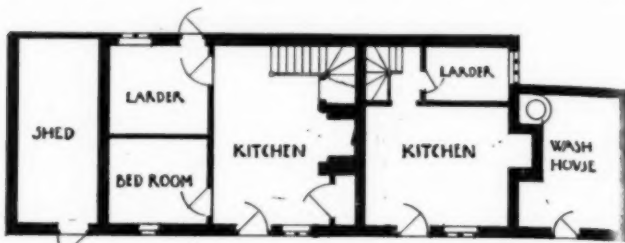


BEDCHAMBER PLAN

GROUND PLAN

175 COTTAGE AT LETCHWORTH.

lack of someone to put them in good repair for their normal occupants, and it is better they should be altered to serve as week-end homes and the like than go to final destruction. The Compton cottage was originally two, and the upper of the two plans reproduced shows them as they were. The lower plan



YEW TREE COTTAGE: PLANS BEFORE AND AFTER REMODELLING.

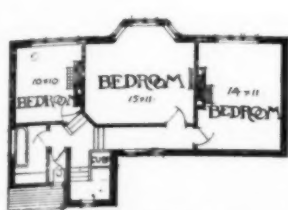


YEW TREE COTTAGE AS ALTERED.

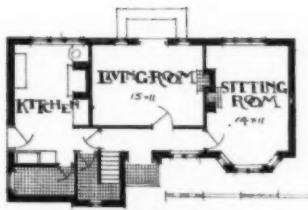
indicates the additions and alterations. Especially may be noted the ingenious treatment of the two staircases, which were retained and joined at the first landing. The original builder had put his bedroom windows at the floor-level to get them



DESIGNED BY MR. HAROLD FALKNER.



FIRST FLOOR PLAN



GROUND FLOOR PLAN

PLANS OF MR. FALKNER'S COTTAGE.

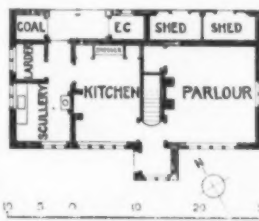
below the eaves. Mr. G. H. Kitchin, who devised the alterations, corrected this by changing them to dormers.

Among the many cottages at Letchworth Garden City, a single dwelling by Mr. Lionel Crane and a pair by Mr. Baillie Scott are now illustrated. The plan and appearance of Mr. Crane's are satisfactory, and the cost was one hundred and seventy-five pounds. The construction is of timber framing, boarded outside and plastered within. These walls are on a brick base, and the ground floor is of wood block on concrete. Mr. Scott's pair is made picturesque by the wide sweep of roof, and the interiors are markedly pleasant. The cost was five hundred pounds the pair.

The cottage designed by Mr. Harold Falkner and built in Hampshire for three hundred and fifteen pounds, inclusive of drainage and water supply, shows a good type of plan

suitable for an average married couple of very limited means who keep a servant. It is worthy of attention as illustrating an ingenious and economical arrangement of rooms, especially on the bedroom floor. For people who pride themselves on the simple life, the plan could be simplified by throwing the ground-floor passage into the living-room; but this would be at the cost of privacy. Despite the low cost of this six-roomed cottage, the fittings are not only serviceable but of pleasant appearance.

Our last example is of a timber cottage at Yalding, Kent, designed by Mr. Alan F. Royds. It is a pleasant design, and the plan shows the large parlour provided. While



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HALF-TIMBER COTTAGE AT YALDING.

it is very satisfactory to find people prepared to build soundly and well in this traditional manner, it is not possible for such methods to become general. The cost worked out at seven pence a cubic foot, which is little enough for the quality of the work, but markedly more than can be expended on cottage-building if an economic rent is expected. W.

GARDENS AND BUILDINGS.

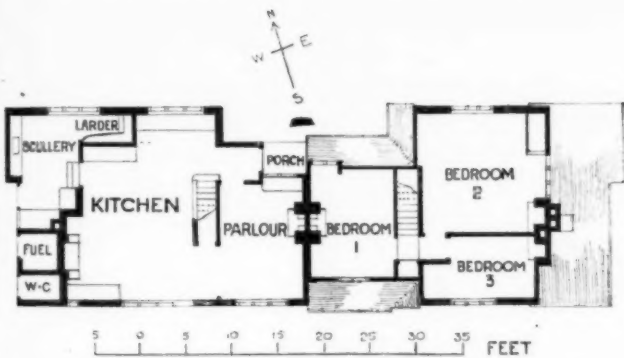
The Art and Craft of Garden Making, by Thomas H. Mawson. (Batsford.)

THE fourth edition of this book would call for little comment except for the fact that the illustrations have been considerably revised. In the earlier editions most of the garden designs were depicted by drawings, and these have now given place to photographs chosen almost entirely from the author's own work. He states in the preface: "While this almost exclusive use of examples culled from my own practice may be considered open to the objection that it narrows the outlook, it has the more than counter-balancing advantage that each point shows some problem met in actual practice, and successfully solved, a practical gain of the highest importance." Everyone will cordially agree that photographs of actual features of garden design are of more value than drawings of mere schemes. It does not seem to have occurred to Mr. Mawson, however, that his book would have claimed a wider circle of readers if he had shown how similar problems have been solved in actual practice by such successful designers as Mr. Reginald Blomfield, Sir Robert Lorimer, Mr. E. L. Lutyens, Mr. Inigo Thomas, Mr. Guy Dawber, Mr. Inigo Triggs and by many others, whose names will readily occur to anyone familiar with the work of to-day. There are few men whose achievements in design, whether of house architecture, or of garden architecture, is of sufficient interest to form the backbone of a large volume. When such a publication is attempted, it would seem better that the appreciation of the work illustrated should be written by an independent hand. The book is produced in the admirable fashion that we have come to associate with the House of Batsford.

The Building News, Vol. CHII. (The Strand Newspaper Company, Limited.) Academy Architecture, Vol. XLII. (58, Theobald's Road, W.C.)

IT gives us pleasure to call attention to the substantial volume which gathers together the issues of six months of our contemporary, the *Building News*. The files of such professional papers will always have a value as a record of the wide activities of architecture in this country, represented as they are by good reproductions of architects' drawings. Of especial interest are the competitive designs for the King Edward Memorial to be built at Holyrood Palace, Edinburgh, including that by Mr. Washington Browne, which is to be carried out.

Academy Architecture is concerned not only to show the drawings which appeared on the walls of the summer exhibition of the Royal Academy, but also to review the development of domestic architecture in America. It further recognises the essential unity of all the arts by devoting some pages to notable sculpture of the year.



EXTERIOR, PLANS AND INTERIOR OF PAIR OF COTTAGES, LETCHWORTH.

KENNEL NOTES.

MORE ABOUT WIRE-HAIRED.

SCARCELY have I chronicled the advent of the Wire Fox-terrier Association when the news comes of the advent of the South of England Wire-Haired Fox-terrier Club, so that matters promise to be merry for our workmanlike-looking friend. The temporary hon. secretary is Mr. E. R. L. Hoskins, Archer's Court, Ore, Sussex. Meanwhile, the association seems to be receiving promises of support from all over the country, and I should not be surprised to learn that the membership is in the neighbourhood of two hundred and fifty by the time these words are in print. Such an accession of strength discloses remarkable vitality in the wire-haired world, and the smooths will have to look to their laurels if they are not to be passed in the race. Again it is emphasised that no grounds of antagonism exist between the new association and the old Fox-terrier Club, which has done so much for the breed for a great many years. Obviously, however, the proposed standard of points that has been put forward may prove a source of dissension unless a good deal of tact is exercised on both sides. The Duchess of Newcastle, evidently seeing this, has declined to join the new body, writing: "The old standard has stood for many years, and has made fox-terriers what they are, and I for one would be sorry to see it altered in any way." A cursory examination of the two standards fails to disclose much fundamental difference, the new one being ampler in detail, with the object of aiding the beginner. In some respects, it is true, there are marked departures, such, for instance, as the interpolation of a paragraph dealing with movement, and the assigning of ten points in the hundred to this feature. Well, movement is a most important matter, and I am disposed to agree with the framer that "action is the crucial test of conformation." Whether in a terrier or a hound this remark holds good, the dog possessing any striking defects in his build being unable to move freely. Probably the most contentious clauses relate to the attempt to define the perfect terrier by relative measurements. The height at shoulder, we are told, should not exceed 15½ in., while the corresponding length of back from withers to set on of tail should not exceed 12 in. The length of head, to be in proportion, should not be less than 7 in. nor more than 7½ in. This would bring us to about an 18 lb. terrier in show condition. Here, I take it, the most acute difference of opinion is likely to arise, for the subject was brought before a general meeting of the Fox-terrier Club two years ago by Mr. Robert W. Martin, without any action being taken. Patently, the matter is of importance, for if it is desirable to define a wire-haired fox-terrier in this manner, it follows as a necessary corollary that his smooth cousin should be dealt with similarly. Not being a terrier man, I will not have the presumption to offer an opinion beyond the suggestion that, before acerbity is engendered by newspaper warfare, the leaders of the fox-terrier world should assemble in amicable conclave in the hope of arriving at a decision that will effectually prevent schism.

THE CLUMBER SPANIEL.

Mr. James Farrow may well claim to be a Nestor in the spaniel world, for in the course of forty years or so he has bred over two thousand whelps. Whether Mr. F. E. Schofield's experience goes back as far I cannot say, but it is certain that these two gentlemen between them must have an intimate knowledge of the race probably shared by no other living man. Therefore Mr. Farrow's monograph,

"The Clumber Spaniel," will be assured of a ready welcome and his views received with the deference that is their due. On one point we shall all be in agreement—that the subject of this little work is as handsome as he is useful, and we share with the author an interest in tracing his beginnings. The statement that a Duc de Noailles presented the second Duke of Newcastle with some spaniels has in time past led to the supposition that the Clumber is of Gallic origin; but this has no countenance from Mr. Farrow, nor were the authors of "The Sporting Spaniel" able to find any substance for the belief when making enquiries among French experts. Mr. Farrow contends that the Clumber has been made from crosses between the old Blenheim and field or land spaniels—the old sporting Blenheim, mind you, not the toy variant of modern times. As a matter of fact, it is not necessary to go back many years to arrive at the time when the Blenheims were sportsmen and not drawing-room pets. I am not sure when General Hutchinson's invaluable work on dog-breaking was first written, but the preface to the sixth edition bears the date 1871, and here we have evidence that not only the Blenheim but also the



MR. V. L. REES' "RED PEARL."

King Charles were used in the field, although the latter was then deteriorating into a toy. In a note concerning the King Charles, the General says: "These fetch immense fancy prices when well shaped—black and tan, without a single white hair, and long eared. But this breed is nearly useless to the sportsman, whereas the Blenheim is a lively, diligent little fellow in light cover, and from his diminutive size thence his way through low, thick brushwood more readily than might at first be imagined, being incited to great perseverance by a most enthusiastic enjoyment of the scent. In strong, high turnips he is employed with much advantage to spring the partridge." Space will not admit of reference to the

many interesting points raised by Mr. Farrow beyond saying that not the least valuable portion of his work is to be found in the comprehensive criticisms of past and present celebrities. Of course, the Clumber can never be an active dog, but, as the author remarks, "he has plenty of pluck and endurance, and will stand a heavy day's work, but he is not fit for every kind of work, and his proper place is undoubtedly in a team." General Hutchinson, it may be recalled, quotes a letter from a certain Colonel who, on going to shoot over a noble lord's estate, was surprised to find a team of Clumbers instead of pointers or setters. However, he killed nearly twenty brace of partridges, whereupon he remarked that the dogs behaved beautifully. "He had seldom been so gratified, as it was a novel scene to him, who had not been accustomed to shoot over spaniels."

A. CROXTON SMITH.

CORRESPONDENCE.

SIR,—It was through seeing an illustration of Miss White's dachshund Earl Satin in one of your issues of last February that I was induced to write to a friend of mine in England to send me out a specimen of the same breed, of which I

am particularly fond, having owned one before which carried everything before her at our dog show here. But instead of shipping a dog, he wisely sent me a bitch, called Red Pearl (by Champion Harbinger out of Darkie's Daughter), after having had her mated to the most suitable dog for her, named Adonis Bude, who combines the best English and Continental strains. The bitch, twelve days after her arrival in Calcutta, whelped four puppies, and I have now pleasure in sending you herewith photographs of both the mother and her litter (two dog and two bitch puppies, taken when eight weeks old), and trust you will think the pictures worthy of a place in your esteemed paper, which I gladly acknowledge again was instrumental in securing for me, at comparatively little cost, such a splendid and unique family of my favourite breed.—V. L. REES, Calcutta.



RED PEARL'S LITTER BY ADONIS BUDE.



WILDFOWL AND HOW TO INCREASE THEM.

ANY parts of Great Britain give opportunities for wildfowl-shooting, but there are few places where wildfowl exist naturally which are not open to improvement, and even where wild duck are not common, they can be induced to come and increase with a small outlay of capital. It is often assumed that a large lake or area of deep water is necessary. Experience has taught that the opposite is the case. The very fact that the area of water is large makes it difficult to shoot wildfowl. A large lake, if it already exists, is a useful adjunct from the fact that it provides sanctuary and the origin of supply, but here its usefulness ceases. To obtain the sport, less ponds must be made at a suitable distance, and the ducks will come to the smaller ponds if they are made in the right way, situated in the proper place and attraction provided. In creating a duck-pond for flight or other shooting, the first thing to consider is the position. All wildfowl, and this applies to all varieties, like shelter from wind on some part of the pond; a sunny aspect, for no bird enjoys basking in the sun more than a wild duck; an open outlook, so that it can see danger coming, or at least have a free exit off the water when the danger arrives; a place where it can feed easily in shelving water, or stand half in and half out, and preen its feathers, an operation performed many times a day and always apparently to the satisfaction of the bird, though it will be seen to go over the same operation half-an-hour later and with the same zeal.

The supply of water to the pond need only be small. If the soil is of a clay nature, a field drain will usually supply ample water. If a burn is used, it is preferable to have the pond to one side and lay a small pipe to it, as if a pond is made with a burn running directly into it, it always silts the pond up in time and, moreover, often causes damage in flood-time. One should avoid making a pond where a cold spring rises direct into it. As to the size and the shape of the pond—a pond should not be wider than one can shoot across in comfort, and one about seventy yards long by thirty or thirty-five yards across is a very convenient size, whether for shooting at flight or for watching the ducks in breeding-time. The depth should be eighteen inches to two feet at the deeper end and run out to a few inches in the shallows.

Provided the soil is of a nature that holds water, all that is needed is a bank of soil at what will be the deep end, about two and a-half feet high, some three feet broad and with a slope of not less than 2 in 1 on the water side; the face of bank on water side should be faced with rough sods, with willow stakes driven in at intervals—these hold the sods and produce shelter and cover later, as the stakes will take root and grow. The back of the bank can be roughly sloped out and grass seed mixed with broom seeds sown. The bank is made by digging soil out on the water side and throwing it up, beating the same firmly as the bank goes on. The soil should be cut outside the point of where the slope of 2 in 1 or 3 in 1 will come, so that this bank rests on sound turf or undisturbed soil. At the same time, this method has the extra advantage of making the water rather deeper in the part where soil for banking is dug out, and this will be appreciated by any of the diving ducks who may frequent the pond. Clumps of rushes should be put in different parts of the pond, especially where the wind sweeps; these will grow freely if cut with a sharp spade and a good ball of soil left on their roots. If possible, a spit of land should be left projecting into the water for the ducks to rest on, and some old dead tree stumps put in, the roots or projections being left just above what is found to be water-level. Care should be taken that the overflow from the pond is made of a good size and well faced with rough boards or stones at the back, or in flood-time the wash will probably have the bank.

Having completed the pond, a little careful consideration will enable the direction of the prevailing wind to be determined, and something should be planted to break it. Near the water edge red dogwood (*Cornus sanguinea*) will grow freely and will be appreciated by wildfowl. It should be planted in clumps to cover,

say, five yards. All the polygonums grow well near water and make good cover. *P. cuspidatum* is one of the commonest and best. All the willows are good and can be planted to overhang the water, planting again in clumps. To break the wind away from the water it is best to plant some thirty or forty yards off, and few things are better than a row of genuine Lombardy poplar, planted two feet apart, with two or three rows of willows behind them. The advantage of these special poplars is that when they have grown to whatever height is desired, they can be pollarded and will then create a very dense screen against the wind. It is best to put some call ducks on the water to attract the wildfowl, and the pond must be surrounded with three feet of wire-netting of one and a-half inch mesh; but it is most important to remember that this netting should be at least fifty or sixty yards away from the pond edge, and should have shrubs planted round the outside to blind it from view, and to make a low-flying duck rise clear of it coming in. It should be remembered that wildfowl dislike to be looked upon, though they pay little attention to a public road or footpath, if screened from public view.

If several ponds are made, care should be taken that they are not made too close together, or a gun firing at one will disturb the duck on the next. Some of the best flight ponds are made in woods by clearing the trees where the actual water area is wanted, and then carefully clearing away more until the sun is let in on the water on the south side. The trees should be cleared back a little way on another side so that the duck can fly in easily. One advantage of a wood pond is that the duck get good shelter and usually there is less likelihood of outside disturbance. The question of feeding is an important one. The keeper should carefully observe two rules. First, *never* to appear suddenly in view, but always to whistle to the ducks as he approaches; and, secondly, to feed regularly and at the same time and place once a day—evening is best. The food should be chiefly thrown in the water where shallow, or the pigeons and rooks will eat most of it, not to mention rats. The food may consist of maize, damaged barley, some oats or small wheat or small potatoes. The insides of rabbits are appreciated and have the virtue of economy, but they are apt to make the place foul and should be used with discretion. Some corn should be thrown in the deep water if any tufted or other diving ducks are frequenting the place. Briefly, wildfowl are gross feeders, and like anything which enables them to get their fill quickly and allows them to rest and think about it. Discretion is necessary as to the amount of food put down; none should remain next day, but if many ducks are coming in, the amount must naturally be increased. With regard to the call ducks, care should be taken that they are the genuine call duck and not merely a mongrel wild duck. The genuine ones are small brown ducks with a short bill and small round head. The female is the caller, not the male, so only one or two drakes are needed for five or six ducks.

The screens for standing behind for shooting should be put up early in the season, as wildfowl notice anything new and fresh. If it is desired, the screens can be planted, and broom, ribes, willow, beech, planted in a circle and kept trimmed up, soon afford as good a shelter as can be desired, or an oil cask sunk in the ground and a few branches laced securely round about it makes a useful hiding-place. It is advisable to have a lid over the cask when not in use, or it will be found full of water when needed.

Provided suitable nesting-ground exists, it is not hard to induce the many varieties of wildfowl to stay and breed in the neighbourhood. To do this it is necessary to put a trap made on the lobster-pot principle at one end of the pond, and the Netherby make is probably the best. Mr. Bell, the duck-keeper there, makes his traps of one and a-half inch wire-netting, three feet high and with a frontage of eight yards by seven yards deep; the front has an opening in the middle three feet wide and twenty inches high, and the length of this tunnel is three feet, the back opening finishing some six inches high. The front of the trap is in the water at a depth of six or eight inches and allows of the ducks swimming up. The top of the trap can be covered with two-inch wire-netting and a wire

doorway made at the back. The front of the trap is fastened up nine inches clear of the water and food scattered inside and in front. The decoy ducks will soon swim in and feed, and other ducks too. When used to it and haunting well, the front is put down in the water and food thrown as usual. The ducks will swim up and enter by the tunnel and not find their way out. After a catch all feathers must be removed carefully, and it is best to give the trap a rest.

Any ducks caught can have a wing cut and be put in a large wired-in enclosure where some water or a ditch exists, and fed there until about the end of March, when they should be caught up and the old quill stumps of the cut wing pulled out. In about seventeen or twenty days these birds will fly freely, but as the Northern migration is over, they will pair off and nest somewhere near, if suitable nesting-places exist; and, when hatched, they will bring their young to the ponds. M. P.

THE SHOOTING SEASON OF 1912 IN NORWAY.

THE great expectations which were so generally entertained with regard to the shooting season of 1912 in Norway can hardly be said to have been realised. In the eastern districts the rypes were very irregularly distributed, more so than has been the case for many years; one tract proved good, and the one next to it bad, without any apparent cause for the discrepancy. On the whole Hallingdal, Numedal and Thelemarken had the best show of birds, but even in these regions the numbers varied considerably in different places. In some parts of Osterdal there were more rype than has been the case for many seasons, but on the Gudbrandsdal fjelds sport was indifferent. Birds of prey were very plentiful, as were also the foxes, and these, of course, accounted for large numbers of rype, while the bags would no doubt have been considerably heavier had the weather during the first fortnight of the shooting been less abominably wet than it was. In the West Country the weather was better, and the reports from that part of Norway were uniformly good. With the exception of the Stjerdal fjelds, where sport varied considerably, rype-shooting was good in the Throndhjem Amts. The broods were large, some of them containing as many as sixteen or eighteen birds, and the latter were very forward. Here also there were an unusual number of birds of prey. On the Varanger peninsula there were hardly any rype at all. During the preceding winter white foxes were very numerous there, and these no doubt did much damage to the eggs and young birds, as did the night frosts which occurred in June. The birds of prey, which were extremely plentiful in spring, disappeared completely later on in the summer from the wastes of Finmarken. The reverse was the case as regards those in the South of Norway, where until well on in the summer there were hardly any at all.

DOGS "RETURNING TO REPORT."

Among the communications on shooting matters which correspondents send us from time to time, reference is made now and then to that habit which is lauded and inculcated in some of the dogs used for finding game in Scandinavia known as "returning to report." The idea is that the dog, having found his bird or his covey, comes back to his master, and the master, then following him in the direction in which the dog is eager to lead him, is conducted to the game and so gets his shot. This, of course, sounds an excellent plan and an indication of high intelligence on the part of the dog; and all this, we do not for a moment deny, it may be. At the same time, we have to recognise that this "returning to report" is, after all, very little more than another way of saying "quitting his point." We should like to know what any of the old school would have said to the pointer or setter that thus "returned to report." We think that they would have used the less kindly name for it, and this, which the Scandinavian shooter would have praised as an act of fine breaking and high intelligence, would by them have been rated as a breach of one of the first maxims of their dog-breaking science, namely, that the dog should be staunch to its point.

THE VALUE OF THE HABIT DEPENDS ON LOCAL CIRCUMSTANCES.

It is quite clear that the value of this habit, if formed, must depend entirely on circumstances. The quitting of his point on the part of a pointer or setter looking for our grouse or partridges—if partridges, indeed, are still shot over dogs—is a crime, because it has to be taken as an evidence of unsteadiness, and there is no compensatory advantage. The area over which we teach our dogs to range is not so wide but that we can, by a little walking, take it all, at any moment, under observation. In a country where the birds are more sparsely scattered it is usual to teach the dogs a larger range, and if a dog finds birds at the outside edge of this range and there, hidden from the gunner, points them steadfastly, there may be indefinite waste of time before he is seen, and the shot be taken. In these circumstances the one turning to report is most valuable as a means of saving time and walking.

THE SOCIETY OF MINIATURE RIFLE CLUBS.

THE annual account of the work of this society, which has recently made its appearance under the unassuming title of "The Society of Miniature Rifle Clubs' Handbook and Calendar for 1913," affords most encouraging reading to those interested in the promotion of rifle practice in this country. The number and activity of rifle clubs affiliated to the society show a satisfactory increase, shooting has been greater in quantity and better in quality, while, thanks to the co-operation of its affiliated clubs, the society is financially prosperous and has been enabled to extend its encouragement of shooting by promoting more and larger rifle-meetings.


The Handbook includes an admirable preface by Field-Marshal Earl Roberts, a chapter on the formation of clubs and construction of ranges, the society's shooting regulations for the conduct of its open meetings, details of the various competitions, with the conditions, scores and names of prize-winners at the five open meetings held during last year, together with the programmes of rifle-meetings it is promoting at Liverpool, London, Norwich and Dundee during the present year. The meetings referred to were supported by 1,103 competitors, who made 16,248 entries and expended 22,000 cartridges in the various contests. The conditions of these contests reflect the nature of the shooting the society desires to encourage, which, as far as practicable, is upon the principles advocated by the Hythe School of Musketry. Deliberate shooting at ordinary bullseye targets constitutes a preliminary stage, followed by time-limit shooting at coloured figure targets and collective fire, in which the competitors fire as many shots as they are able in one minute, also at coloured figure targets. Competitions at landscape targets, on somewhat similar lines to the COUNTRY LIFE Competition for schools furnishing contingents to the Officers' Training Corps, having for their object fire control and direction, have also been instituted. In these events the target consists of a perspective picture of a landscape of considerable dimensions, which at a distance of twenty-five yards conveys the impression of a stretch of country extending from about five hundred yards to infinity. Points are selected against which fire is to be opened, and the efficiency of the fire depends not so much upon the accuracy of the shooting as upon the skill of the leader in describing, and the men in recognising from his description, the points against which fire is to be directed. Contests under a close simulation of natural conditions which, while utilising the individual skill acquired by each marksman, apply it collectively under the direction of a leader, constitute, perhaps, the nearest approach to war shooting that it will be possible to devise under the limitations imposed by miniature rifle and short ranges, and it is to be hoped that the principles underlying these landscape target competitions will be kept in mind even more extensively in the future.

Any review of this society's proceedings would be incomplete without recognition of the indefatigable labours of its president, Field-Marshal Earl Roberts, to whose personal energies so much of the popularity and success of miniature rifle shooting is directly due. The council is certainly to be congratulated upon the energy and ability with which, with very little outside assistance, it has in ten years evolved a self-supporting organisation able to form, advise and assist rifle clubs, promote open rifle meetings and generally extend the knowledge of the rifle and cultivation of marksmanship not only in Great Britain, but also in several of its Colonies. The policy of co-operation whereby the society has become the purveyor of shooting requisites to its affiliated clubs has enabled the latter to obtain these at lower prices than heretofore, while the small profits have largely provided the funds by which the society is enabled to conduct its enterprise. The liberal non-restrictiveness of its shooting regulations has not only enabled the clubs to discover the rifles, sights, ammunition and form of shooting best adapted to marksmanship instruction, but has directly induced the wonderful improvements which have been made in these during the past five or six years. E. N.

CORRESPONDENCE.

SEED CLOVER AND PARTRIDGES.

SIR,—I regret I have had no time previously to call your attention to the above, which appeared in the issue of December 14th, but perhaps these comments may interest the writer of the article. Clover seed comes to maturity and is harvested in September, and often as late as October, when partridges are not "little birds," but full-grown and fit to shoot. The special value of clover seed is that it is often a lucrative crop to the farmer, far in excess of anything else produced, yielding anything from 2cwt. to 4cwt., or even 5cwt., of seed per acre, value at harvest of 1911 up to 90s. per cwt. Assuming a yield of 2cwt. per acre on twenty acres, it would produce sufficient to sow some 550 acres, which is out of all proportion to the requirements of an ordinary tenant. Seed clover may be theoretically an exhausting crop, but in practice it is often found a better preparation for wheat than where it is folded off by sheep.—T. ROWLEY.



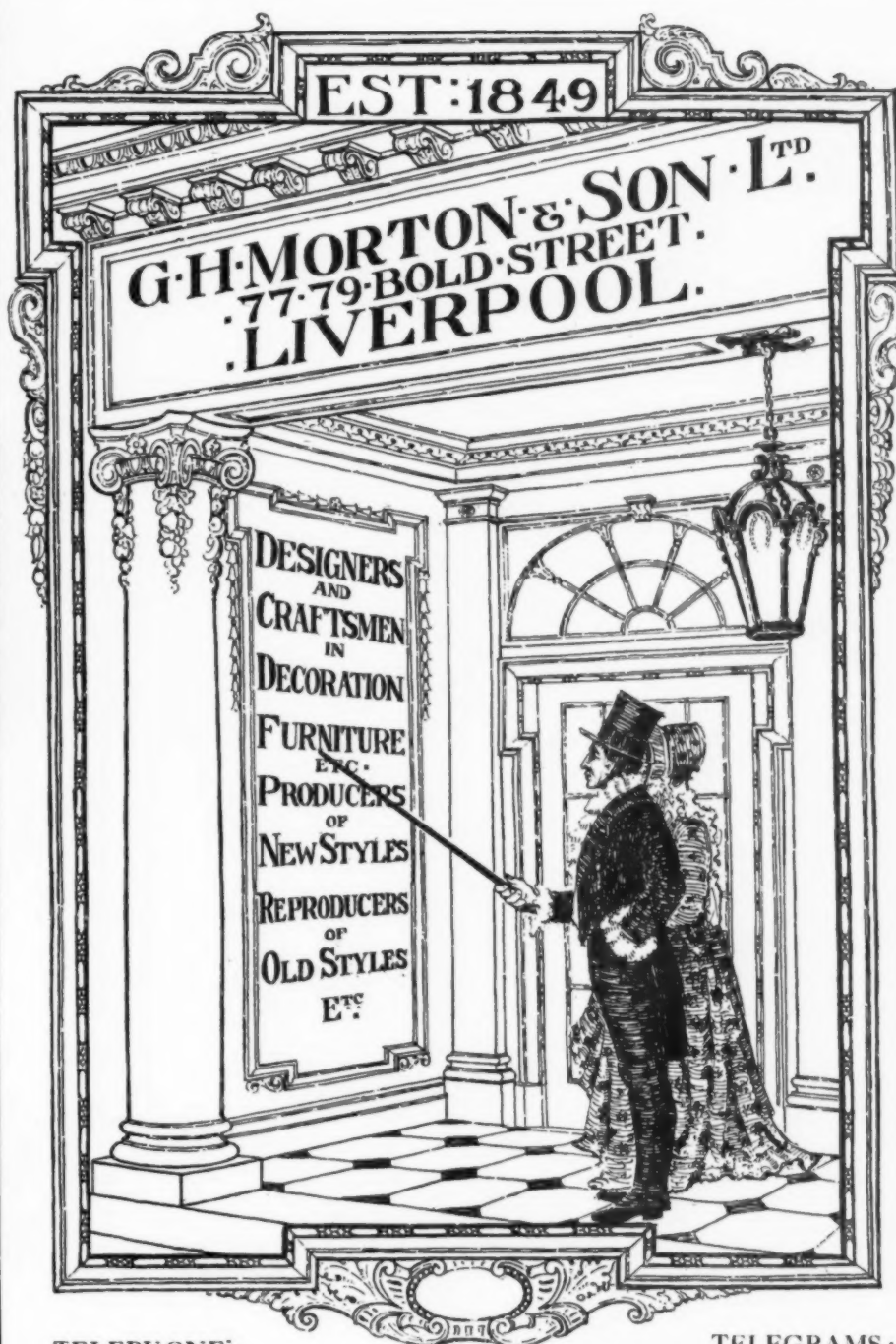
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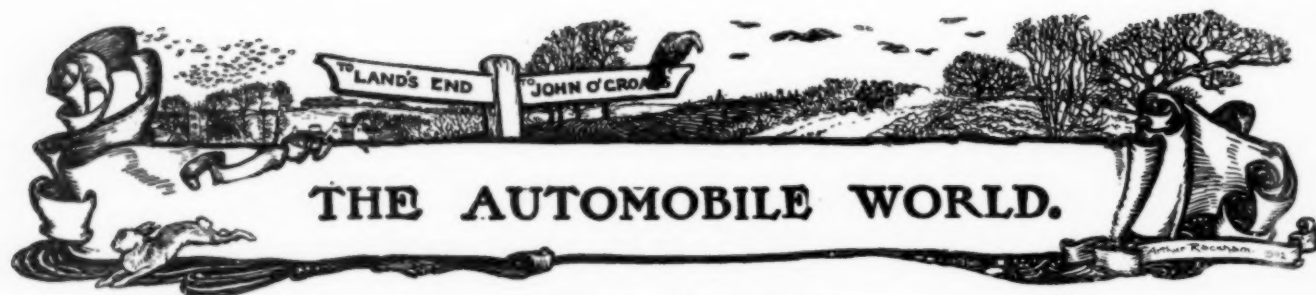
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RANDOM COMMENT.

MOTORISTS as a body are practical men, and the prominence recently given to benzol as a motor fuel has roused a good deal of curiosity among them as to what the substance is and the meaning of the various terms used in connection with it. Benzol, or benzene as it is called in its pure state, is a product of the distillation of coal which is carried on in coke ovens for the manufacture of coke, and in retorts for the manufacture of gas. If all the coal used in this country for these two purposes were treated in such a manner that the whole of the benzol were recovered, there would be no need to import petrol, as we should have an ample supply of home-produced fuel which, from all accounts, would be quite as good as, if not better than, petroleum spirit for use in motor-cars. Unfortunately, only a very small proportion of the benzol contained in the

coal is actually recovered. The vast majority of gas companies produce no benzol at all. The process is such that most of the benzol remains in the gas, which it enriches. There is, therefore, comparatively little benzol in the coal tar, which is the first residual of gas-making, and only the large companies produce sufficient gas-tar to make it worth while to instal a recovery plant to extract the lighter constituents of the tar. Most of the coke ovens, again, are of an old-fashioned type and produce coke and nothing else, the volatile constituents of the coal being burnt up in the process. There is scant hope of the gas companies supplying much more benzol than at present, but there is little doubt that in the near future coke production will be carried on on more scientific lines, as the value of the wasted bye-products is better appreciated.

An expression of which a good deal has been heard of late is "Ninety per cent. benzol," which is stated to be the variety or quality of benzol most suitable for use in cars. Friends with a knowledge of commercial chemistry tell me that the "ninety per cent." means that ninety per cent. of the benzol distils over at a temperature below 100deg. C., and that a mixture of benzol and toluol, another volatile constituent of coal, is really meant. Pure benzol or benzene boils at 80deg. C., and freezes at about 5deg. C. The high freezing-point would cause trouble with most carburettors, and for this reason a mixture of benzol and toluol is used for motor purposes in the proportion of about seventy-five per cent. benzol and twenty-five per cent. toluol. The toluol has a very low freezing-point, and the mixture, though having a higher boiling-point than pure benzol, is free from all danger of freezing in the carburettor. At the same time, it is said to answer better as a motor fuel if the carburettor is placed close to the cylinder heads, as the vapour is apt to condense in a long induction pipe and cause incomplete combustion.

The calorific value of benzol is certainly higher than that of petrol, and the general experience of users is that from ten per cent. to twenty per cent. better results in the way of mileage are obtained from it. The price in those places where it is obtainable is about a shilling to one shilling and twopence a gallon, in wogallon tins, and, of course, it is not at present subject to tax. Those motorists who are able to buy it can use it without fear of damaging their



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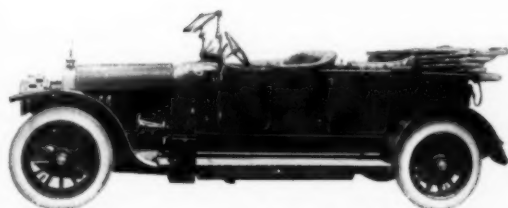
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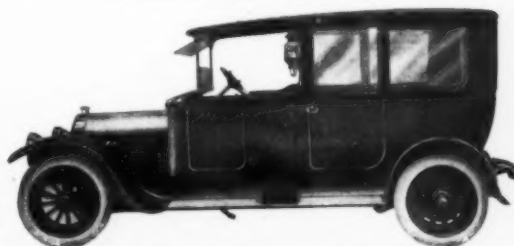
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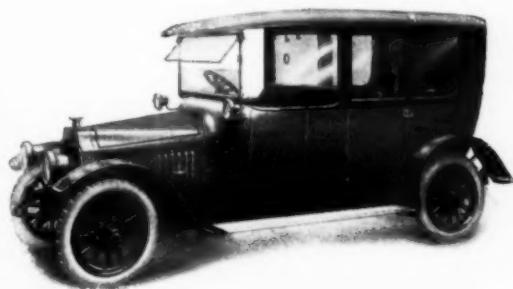
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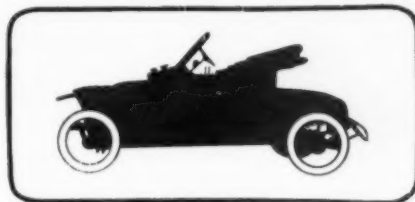
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AN attractive example of that fine combination of efficiency and elegance, the Vauxhall motor carriage: the ASHBOURNE limousine landaulette, with concealed joints. Suitable for either the new 25-h.p. or the 35-h.p. (6-cyl.) chassis, of which the prices are £465 & £625 respectively. Body £260

Persons interested in high-grade motor cars should examine the Vauxhall proposition. Send for catalogue 21L, or pay a visit to the showrooms.

VAUXHALL MOTORS, LIMITED,
180-182 Great Portland Street, W.



As the miles fly by—uphill and down, with perfect freedom from the slightest trouble—you realise what the word CHARRON means. Speed, silence, and grace are inseparable from the Charron.

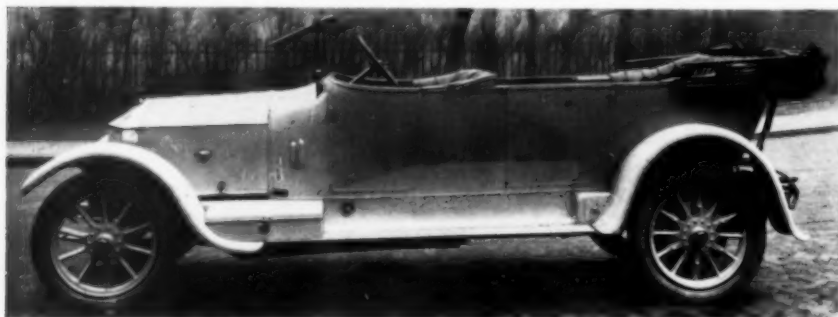
15 h.p. Chassis £315. Catalogues free on request. Trial runs by appointment. CHARRON CARS, 33, Wardour Street, London, W. Telegrams: Automoteur, London. Telephone: 1426 Gerrard.

Charron



engines, but unfortunately the quantity at present available is so small that it is far more likely to rise in price as a result of increased demand than to lead, for some time to come, to any reduction in the current rates for petrol.

My suggestions in regard to the provision of accommodation for cars at country railway stations appear to have been received



A 20—30 H.P. METALLURGIQUE.
On view at the Edinburgh Motor Exhibition.

with considerable favour in several quarters, and it is to be hoped that steps will be taken to bring the matter to the notice of the companies concerned. The utility of a car to the motorist who cannot afford a driver is greatly diminished if he is unable to use it for driving to and from the station. In fact, if he is the bread-winning member of the family and has to make daily journeys to town, a car is really only of use at the week-ends, and is therefore more of a luxury than the necessity which it might justly be regarded if it were available for station work morning and evening. As I pointed out some weeks ago, the difficulty would be solved immediately if the railway companies were to provide shelters or rough sheds in their yards, where regular travellers could leave their cars during the day. One of the provincial motoring clubs, the Berkshire A.C., has already done something on these lines for its members at Reading, and possibly other local organisations may follow suit. The idea is capable of indefinite extension, and would help largely to increase the number of small car owners in the less remote country districts where a considerable proportion of the male population has to make a daily journey to the nearest large town or city.

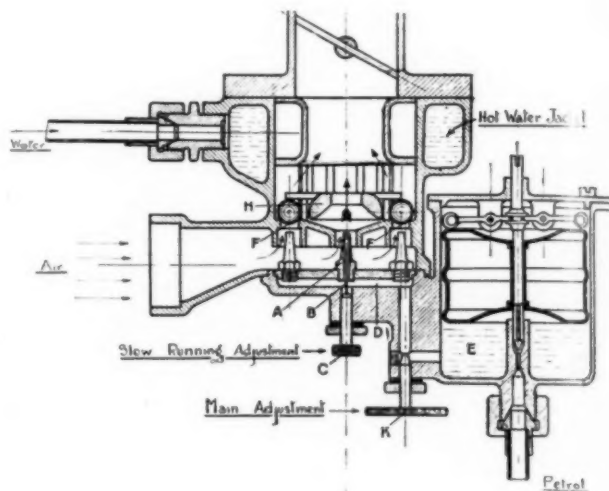
There is a disposition to regard the taxicab strike as a blessing in disguise, as it has left the streets safer and less congested than they were before the majority of the drivers decided to take a holiday rather than comply with the terms of the St. Aldwyn Award. That the traffic has been greatly relieved is beyond question, but it is ridiculous to pretend that the cabs remaining on the streets are sufficient for all requirements. At certain times of the day and in certain districts cabs may be readily obtainable, but as a general rule it is no longer safe for the busy man or for people with trains to catch or appointments to keep to depend on a method



SIR R. SOTHERN HOLLAND'S 15 H.P. COLONIAL NAPIER.
The car, which recently underwent a severe test by the R.A.C., has been bought for use in South Africa.

of conveyance which used to be instantly available at all times. If the strike were to continue for very long, there are probably thousands of habitual cab-users who would take to omnibuses and tubes, and the present supply of taxis might become sufficient for the reduced demand, but I doubt if London will ever be left for more than a month or two without its full quota of cabs.

For the moment there seems no immediate prospect of the dispute being settled, both sides continuing to assert stoutly that they are unable to take on their shoulders the burden of the increase in the price of petrol. In this connection it is interesting to note that the *Commercial Motor*, a very well-informed organ on every aspect of the commercial side of automobilism, asserts that good taxi-cabbies in London can still make three pounds net a week for themselves. An indication that it is less hard to earn a living out of driving a cab than the men's spokesmen assert is the fact, so I am informed, that few of the drivers employed by the big companies can be induced to work more than an average of five days a week. On the other hand, few, if any, of the companies are paying dividends, so that it is hard to see how they can afford to increase their running expenses. The *Car* makes the suggestion that the state of the industry is probably due in part to the bad driving of most of the men. Practical motorists who use taxicabs will agree with this, as there is no question that the average cab is handled in a manner which must add enormously to the cost of maintenance, both of chassis and tires. The owner-driver, as a rule, is a careful man possessed of considerable amount of skill, and probably the best of the companies,



THE NEW DAIMLER CARBURETTOR.

employés tend to become the proprietors of their own vehicles. The most hopeful solution of the difficulty would seem to be some profit-sharing system between the owners and the drivers which would give the men an interest in keeping down running and maintenance costs. CELER.

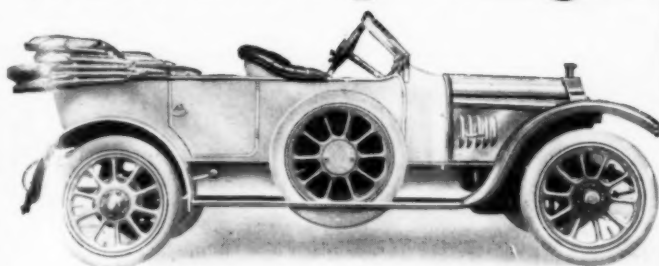
A NEW DAIMLER CARBURETTOR.

WE illustrate herewith the carburettor which is being fitted to all current Daimler cars and can be adapted to previous models for the inclusive charge of eight guineas. The new carburettor is said to possess the quality of responsiveness in a high degree, the least movement of the throttle being answered instantly by a corresponding acceleration of the engine. As will be seen from the diagram, the carburettor is of the multiple-jet type, but simple in design and easy to adjust. The jets are seven in number, one of which, A, is placed centrally and is employed for slow running. This jet is provided with a needle valve, B, and adjusting screw, C, to facilitate accurate setting. The other six jets, which are all of the same size, are placed in a circle and are supplied with petrol from a common chamber, D, which communicates with the float chamber, E. Above each jet is a circular orifice, F, and alongside each of these orifices is a similar hole allowing the entrance of the extra air supply. Each of these twelve holes is closed, when the engine is running light, by a steel ball held down in place by a light spider-shaped weight, H. As the throttle is opened and the suction is increased the balls are lifted off their seats and the six

The Sensation of the Scottish Motor Show

Do not fail to visit **Stand 10** (Peebles Motor Co., Ltd.)
and see the

New 14 h.p. Singer



Chassis Price - - - - - £315
Price, with four-seater torpedo body - £375

The finest car value obtainable

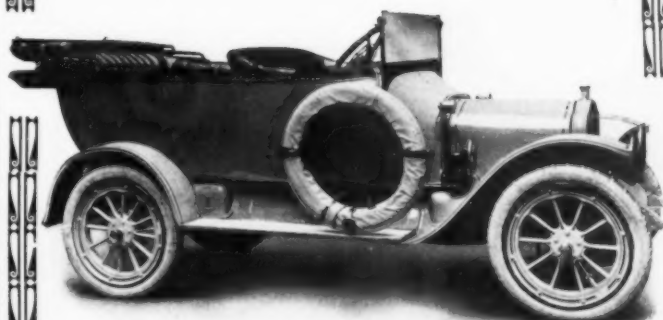
Other	15 h.p. five-seater	£430
Standard	20 h.p. five-seater	£485
Singer	20 h.p. long wheel-base, five-seater .	£495
Models:	25 h.p. long wheel-base, five-seater .	£585

Singer Motor Co., Ltd., Coventry

SCOTTISH AGENTS:

Messrs. Peebles Motor Co., Ltd., Edinburgh.
Messrs. Rossleigh, Ltd., Glasgow.
Mr. T. C. Smith, Aberdeen.

20-30 'White' Petrol Car



Complete, as illustrated, £595

The 20-30 White Petrol Chassis, fitted with a Cann boat-shaped or torpedo body, is the most popular form of White Petrol Car sold. The boat-shaped body is not a freak idea but a thoroughly sensible method of body construction. The White boat-shaped cars are so built as to be smart and up-to-date in appearance, and also to allow for ample space both in the front and rear seats. The control and brake levers are on the inside of the body, and the front of the body is kept quite cool in the warmest weather by a special interacting system of ventilation. These cars are fitted with Special Cape Hood and Special Adjustable Screen.

SPECIAL ITEMS OF EQUIPMENT.

White Self-Starting Dynamo and Electric Lighting Set, including the starter, powerful storage battery, 2 electric head lights, 2 electric side lights, one electric tail light, dash light, inspection light and wandering lead.

Electric horn, switches and fittings.

Warland dual rims and spare rim fitted with Dunlop grooved tyre and tube.

Cover for spare tyre. Stewart speedometer.

Large horn and flexible tube, number plates, tyre-repairing outfit, tyre pump, tool kit, jacks

Tin of lubricating oil. Tin of grease.

Write for complete Specifications to

White-Coleman Motors, Limited

Carlow Street, Camden Town, London, N.W.

(A few yards from the Mornington Crescent Station of the Hampstead-Charing Cross Tube).

Telegrams: "YENISEAN, LONDON." Telephones: 2626 NORTH (four lines).

Motor Tyre Makers by Appt. to H.M. the King

A Sense of Security

THERE is great comfort, born of a sense of complete security, in the use of Steel Studded Palmer Cord Tyres. There is no fear of a skid. The contour of the tread and the special hardness of the studs give a grip of steel on any road surface. There is no fear of bursts, and the studs do not wear out. The special construction of the Palmer Cord Tyre affords ease and long life. With

**STEEL-STUDDED
PALMER
CORD MOTOR TYRES**

you get more than comfort, which alone is worth paying for. You get vastly increased mileage—50 per cent. more at least than with other studded tyres.

Write for Particulars and Prices.

THE PALMER TYRE, LTD.,

119-121-123, Shaftesbury Avenue,

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jets come into action, the spider-shaped weight causing all the balls to lift equally. The greater the lift of the balls the greater is the pull on the jets, and the supply of air and petrol is thus always in accordance with the requirements of the engine. A method of adjusting the main petrol supply is provided by the milled screw, K, which serves to regulate the size of the passage leading from the float chamber to the jets.

THE SCOTTISH MOTOR EXHIBITION.

To-day (Friday) the annual motor show organised by the Scottish Motor Trade Association will be opened at the Waverley Market, Edinburgh, by Sir John Macdonald, K.C.B., the Lord Justice Clerk of Scotland. There are about a hundred exhibitors, and most of the well-known makers are represented, including the Wolseley, Mercédès, Napier, Métallurgique, Argyll, Arrol-Johnston, Sheffield-Simplex, Humber, Austin, Talbot and Sunbeam firms. The show will remain open till the end of next week.

ITEMS.

Next month, Messrs. Métallurgique, Limited, will open new showrooms in Regent Street. The administrative department of the company will be concentrated at their works at Cricklewood, to which a second storey is now being added.

Owing to the increasing demand in Great Britain for Warner Speedometers, the Donald F. Johnston Company, the sole European agents of the makers, have opened a branch at 211, Shaftesbury Avenue. We are informed that fifty-three firms of car manufacturers have adopted the Warner as part of their standard equipment.

The Portuguese Government are anxious to attract motorists to the country, and it is hoped that Portugal will shortly be added to those countries which have adopted the triptyque system for the deposit of Customs duties on motor-cars. Many of the old difficulties in the way of introducing a car into the country for touring purposes have been removed, and the Royal Automobile Club has appointed an agent in Lisbon, who recently arranged for the entry of a car on the production of a certificate showing that the duty had been deposited with the club.

The Royal Motor Yacht Club announces that the race for the British International Trophy for motor-boats will be held in the week following Cowes Regatta. A challenge has been received from the United States, and another from France is expected.

The Vauxhall Company inform us that the rumour that delivery of their cars cannot be obtained before 1914 is incorrect. Although a large part of the output for this year has been secured by the agents, there should be no difficulty in getting early delivery, either from the authorised Vauxhall agents or through the firm's depôt in Great Portland Street.

We have received an interesting booklet setting forth the advantages of the Warland Dual Rim, an ingenious device to which we have often referred in these columns. One of the advantages of a removable rim over a detachable wheel is that the spares occupy less space as a rule, and it is therefore easy to carry two rims for use in case of punctures or bursts. The Warland has the added advantage that the tube or cover can be replaced with the greatest ease, a task which is in no way facilitated by the ordinary removable rim or detachable wheel.

The King has accorded his patronage to the Aero Exhibition which will be held at Olympia next month by the Society of Motor Manufacturers and Traders.

Messrs. Darracq and Co. inform us that their new coach-building works at Fulham are now in full working order, and that all Darracq cars intended for the British market will in future be fitted with bodies built at their new works. As a result of the reorganisation of the Paris factory the 12 h.p. and 16 h.p. valveless chassis are now arriving in London in large numbers.

Six months ago one of the London Fire Brigade motor-tenders, which sometimes carry as many as six men with sundry appliances, was fitted with Dunlop detachable rims with 895m.m. by 135 m.m. Dunlop pneumatic tires as an experiment. The tender has now run for six months, and Mr. Dyer, the assistant chief of the Brigade, has informed the Dunlop Company that both rims and tires have given complete satisfaction, and that the skidding, which caused so much trouble with the old solid tires previously used, has been eliminated.

Vinot Cars, Limited, inform us that they have removed their stores and repair works from Blythe Road, Hammersmith, to new premises in Redhill Street, Albany Street, N.W.

A three days' trial, which included consumption and hill-climbing tests, was recently held by the Automobile Club of Australia. Messrs. Arrol-Johnston inform us that a two year old 15.9 h.p. car of their make proved the winner, obtaining 577 marks out of a possible 600.

EARLY MOTOR CAR TYPES

No. 9. The Parisian Daimler.

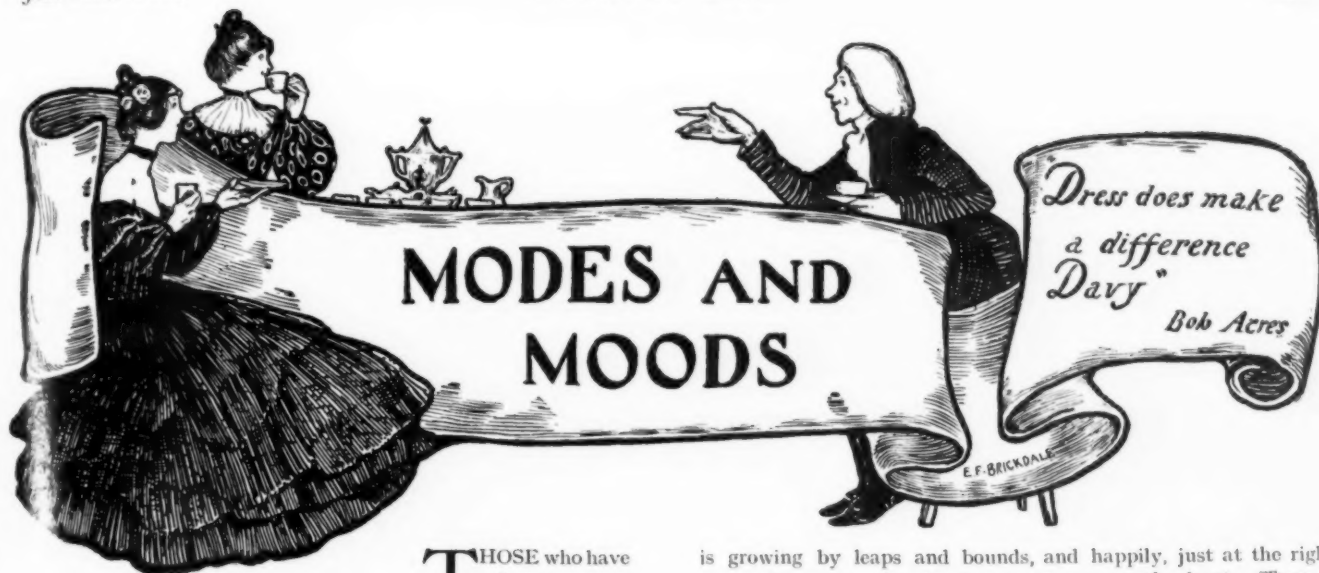
To many motorists of to-day mention of the 1,000 Miles Trial of 1900 conveys nothing. Yet this time thirteen years ago it was the one absorbing topic of conversation in motoring circles. The tour was undertaken with two main ideas: (1) as a reliability trial, and (2) as a capital method of familiarising the general public with the motor car. A start was made from Hyde Park Corner on Monday, 23rd April, some sixty vehicles of one kind and another taking part, and the tour did not conclude until the 12th May. The route embraced many of the principal towns, such as Bristol, Birmingham, Manchester, Edinburgh, Leeds, Newcastle, etc., and wherever a stop was made for the night an exhibition of the cars was held on the following day. Of the car illustrated below—a Parisian Daimler—several specimens went through with honour. If the trial showed the reliability of the cars, it demonstrated equally that the pneumatic tyre was far from perfect. But that was thirteen years ago, and much has been learnt since then, as well as forgotten. To-day the user of Dunlop tyres regards a 1,000 miles tour with equanimity, for the odds are greatly in favour of such a distance being covered without tyre trouble of any kind.

DUNLOP

FIRST IN 1888 : FOREMOST EVER SINCE

The Dunlop Rubber Co., Ltd., Aston Cross, Birmingham; and 14, Regent Street, London S.W.
Paris: 4, Rue du Colonel Moll.
Berlin: S.W., 13, Alexandrinenstrasse 110





THOSE who have been possessing their souls in patience, probably in Switzerland or elsewhere, that fashion now dictates shall lure people away from England at Christmas-time, will be returning just in time for the annual winter clearance sale held by Dickins and Jones, Regent Street, W., during February. As a matter of fact, the commencing date is January 27th, so the clearance promises to be a prolonged affair. That it will be rich in bargains goes without saying. A considerable amount of the surplus stock has been brought down to half the original price, though what makes this sale of such particular interest is the fact that Messrs. Dickins and Jones are able to include some advance models for spring and summer wear, the prices of which will also be temporarily lowered to a very appreciable extent. But whether surplus or new stock, the same consistent standard of excellence and reliability never varies an iota at Hanover House.

Since every section of the house is influenced, it is impossible to do more than just skim the surface of these good things. Of special interest to those who have to administer a moderate dress allowance is an offer of evening wraps, including about thirty coats, several of them the original models, procurable for 3 guineas, instead of 5½ guineas to 9 guineas, while an example of the firm's enterprise in offering fresh goods is provided in the elegant wrap illustrated. The material of which this is fashioned is a new reversible poplin, an exquisitely soft fabric, and the model in question can be had in a variety of the newest colours for 4 guineas. It emanates, by the way, from Messrs. Dickins and Jones' own workrooms. A fur-lined coat of reliable quality homespun, the large roll collar of seal coney and lining of squirrel lock, it is most certainly well worth 4½ guineas. There is a plunge into spring modes in the show of coats and skirts in suitable materials, commencing as low as 3½ guineas, some notably smart country suits, in new tweeds and various styles, dropping from 98s. 6d. to 78s. 6d.

Bargain plums galore are to be found in those most excellent outfitting salons at Hanover House, notably dressing-gowns of flannel and lambswool that range in price from 15s. 6d. Very special value, however, is afforded in a gown of French twill flannel, with handsome collar and cuffs of haircord muslin edged with embroidery insertion and imitation Maltese lace. The bodice and sleeves are lined with mull, and in all shades the sale price is only 19s. 6d. About a dozen model tea-gowns left over are to go at such sweeping reductions, for example, as 9 guineas instead of 40 guineas, 8½ guineas in place of 30 guineas, and so on. Probably the services of a dry cleaner would have to be called in in some instances, but even so the quality of such bargains is scarcely touched.

The made-up lace department is another attractive spot. There are, for example, the sweetest hem-stitched ninon blouses, lined with chiffon, in navy, green, vieux rose and Nattier blue, that will melt as snow before the sun, at their reduced price of 29s. 6d., the like sum securing a well-cut tailor-made shirt of Venetian satin, trimmed with large self-covered buttons and smart bow at neck. Though what perhaps will prove of arresting interest in connection with this model is the strikingly neat cut, the sleeves set into the armhole perfectly flat, and with a visible seam. While for young ladies I can strongly commend a dainty blouse, with the new style sailor collar, trimmed with Valenciennes lace and turned-back covers to the waist, only 15s. 9d. Other noted bargain features at these clearances at Hanover House are the boots and shoes.

The logical outcome of the strenuous life we now lead is the vogue of easily-slipped-on gowns. The demand for this style of dress

is growing by leaps and bounds, and happily, just at the right moment, we are returning to an entrance up the front. There is no discounting the importance of this sartorial revival, although it will not, in all probability, be so much in evidence with dress that is *en grande tenue* as with the simpler morning and evening creations; while to look into the dim future, the possibility looms large of the easily-donned frock obtaining a strong hold in the



AT MESSRS. DICKINS AND JONES'.

summer. Advancing once again steadily to the fore is cashmere, similar in every respect to the old weave, saving for a greater suppleness. Since every feather helps to point the way of the wind, it may have been remarked how several of the recent brides who elected to be married in walking dress selected white cashmere. Also, from that fine vantage-ground, the Riviera, the news comes that white cashmere has become a settled rival to cloth and serge. In due time I am proposing to give two or three original designs for the easily-slipped-on gown, the which, I am sure, will meet with approval both from town and country readers.

A girl of my intimate acquaintance, who is a genius in the art of arranging her wardrobe to meet all occasions, and at an incredibly small outlay, considering the admirable results achieved, has just



THE LACE CORSAGE.

devised the sweetest little home dinner or theatre dress imaginable; or it will serve, if called upon to do so, at an afternoon reception. The material is charmeuse in the most delicate perle grey shade, the slim skirt slit up for a short distance in front at the hem to show a panel of pale blue chiffon veiled in filmy ivory net and lace, while through a similar slit either side there is revealed a dainty petticoat of the same misty blue chiffon. For this *jupon* two layers of the chiffon are employed, the under one of which is trimmed with cobwebby lace and ribbon; but the whole thing is so lightly handled that the general impression is a soft clearness. The corsage, an affair of the deftest draperies, from out of which the upper part of the sleeve is formed, crosses over from right to left, and closes apparently at the waist, beneath a folded ceinture. This leaves a slightly rounded V opening at the throat, softened by a

falling collar of Malines lace—a reproduction, of course, but of the real old shade.

Now to turn to quite another section of the sartorial story. Court gowns to wit. Nor is it a moment too soon for those who propose to visit the earliest functions to learn something of what is going to be worn at these regal assemblages. Brocades, as may be easily surmised, lead the way; they are more sumptuous, more beautiful and more costly than ever. Metal gauze brocades are being extensively used by one of the leading couturières, practically to the exclusion of all other. The couturière, however, in question is a great individualist, and therefore cannot be quoted in any general sense. Satin brocades, with or without an intermingled metal thread, are more in request, and will frequently compose the gown, while the accompanying train will be of plain satin, velvet or probably lace and chiffon. It will even be *de rigueur* for the débutante to wear a certain soft satin broché, which promises to fashion the prettiest picture frocks with the slightly raised waist-line. From one source assuredly, though there will come gowns with the waist at the normal line, and perhaps below, possibly the long, pointed corsage, which has been winning its way back for some time, will once again find recognition, and with it may come for Court wear the upstanding Medici lace collar.

The wholly lace corsage is yet another notable innovation, one, indeed, of such importance, that I have elected that it should figure in the original design of an evening toilette. The skirt is of black and silver brocade, and shows one of the very latest styles in draperies. The effect is as though a length of brocade had been built up on the figure, and probably that was literally the case, for these skirts are veritable works of art. To all save the practised hand, and eye, they are very complicated, and are liable to involve the tyro in a labyrinth of difficulties. The coatee of lace is extraordinarily fascinating, the onus of its success practically resting on the same artful handling. While the only touch of colour permitted to relieve this scheme of black and white—though the lace, by the way, is just slightly tinted—is a spray of deep red roses, placed a little to one side of the back, as though holding the crossed-over lace folds. Sleeves, in accordance with the latest edicts from Paris, are conspicuous by their absence. A bracelet or shoulder band of mock diamonds suffices to hold up the décolletage. The figure throughout is entirely of the moment, from its carefully-coiffured head to the tapering train, a dainty foot protruding clad in black satin shoes with silver heels; for, contrary to all predictions, the contrasting heel is with us, and also the still more extravagant vogue of jewelled ones.

I am often surprised to see the number of women still in existence who appear to think that to devote an appreciable amount of time to their personal appearance is a worse crime than telling fibs. Not that they do tell fibs to my knowledge, but they certainly neglect their skins abominably. It may be owing to a sense of superiority, but I should prefer to think that it was due to terror of the unknown. That to neglect the care of one's face is as slovenly as to omit one's daily tub does not occur to them. Of course, it is the height of folly to invest in a nostrum of which one knows nothing, and which, though suitable for some skins, may be actually harmful to one's own; but if my reproof has stirred one of these negligent ones to remorse for a wrinkled skin or fading complexion, she should pay a visit to Mrs. Hemming at 58, South Molton Street, and see what the well-known "Cyclax" preparations will do to remedy the matter. That they are absolutely wholesome she may rest assured, and the extraordinary success which has attended the Cyclax Company from the outset is sure proof of their beautifying qualities. Indeed, the Company itself was formed in order that a department might be devoted exclusively to the sale of the various preparations, leaving Mrs. Hemming free to attend to the practical skin treatment which she has made a subject of special study. This is conducted under Mrs. Hemming's personal supervision by an expert staff, whom she has trained in her own methods. It says much for her that she resolutely sets her face against all operations and unnatural treatments. Her treatment is the outcome of common-sense, and her own flawless skin after twenty-three years' hard work is sufficient proof of its genuineness. A single treatment in the luxurious saloons on the first floor will convince the sceptic that it is certainly worth while to give the "Cyclax" preparations a trial; and not only will their faces benefit, but they will find Mrs. Hemming equally successful with scraggy throats and flabby chins. At this time of year her Clenzene is invaluable for removing the stains which the finest furs are apt to leave on our collarless necks; and another invaluable adjunct to home treatment is her chin strap for preserving or restoring the contour of the face. The price of this is only 6s. 6d.; and on the subject of price it may be mentioned that the sweet reasonableness displayed in this matter with all the "Cyclax" goods will be an agreeable surprise to the woman of moderate means. L. M.

Tally Ho! and Away!

The Hunting Season is now in full swing, and there are few sports more delightful or exhilarating than a ride to hounds.

The woman who hunts, however, not infrequently pays the penalty of a brisk gallop through the sharp country air in the form of a roughened or reddened skin and a generally coarsened complexion.

These things need not be. The modern sportswoman who is really wise will provide herself with "Cyclax" Skin Food, that marvellous preparation for whitening, softening, and improving the skin, which has now a world-wide reputation. If "Cyclax" Skin Food is used regularly every night, one may ride to hounds or engage in any other outdoor sport with impunity, for it acts as a complete protection to the skin, preventing chapping, irritation, or soreness, while preserving a smooth surface and perfection of colouring.

"Cyclax" Complexion Milk is used in conjunction with the famous "Cyclax" Skin Food, then indeed is the perfection of beauty ensured. "Cyclax" Complexion Milk has the effect of giving a sheen like satin to the skin. It cleanses and closes the pores, prevents discolouration of any kind, and renders the complexion perfectly radiant.

SPECIAL TREATMENTS are arranged for the "Cyclax" Patrons at the Private Salons Mrs. HEMMING, who originated these famous preparations. At these beautiful rooms, which are situated above the department for the public sale of the "Cyclax" Preparations, there is a note of success pervading everywhere.

For All Sportswomen

This unique preparation possesses marvellous soothing properties.

The skin absorbs it as a plant absorbs water. It cleanses the pores, builds up the flesh so that lines and wrinkles disappear, and protects the skin from exposure.

Price 4/- and 7/6

This is the best preparation yet discovered for such trying affections as Redness, Sallowiness and Roughness of the skin. It cleanses the skin from all imperfections and renders it clear and transparent in a week. It induces a pellucid whiteness and makes the skin soft and free from all blemishes.

Price 5/6 and 10/6

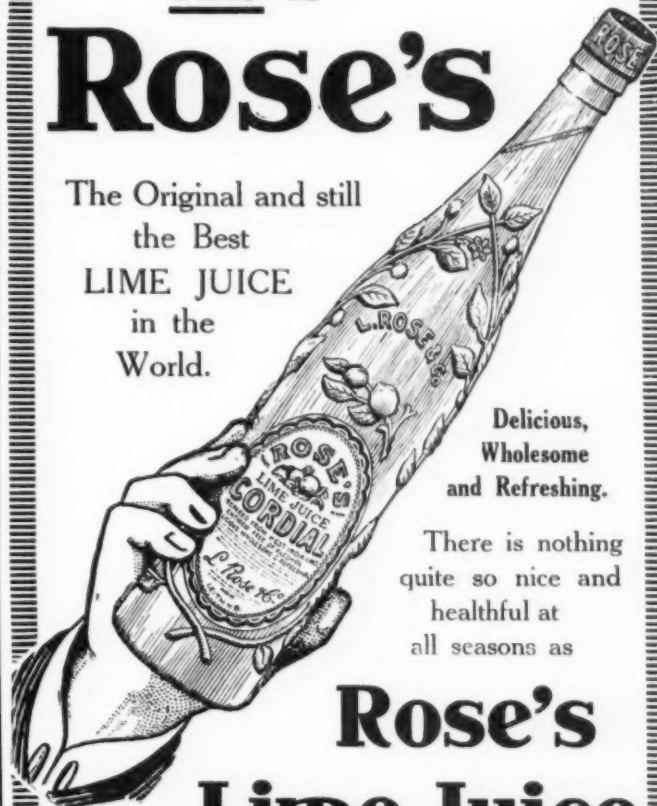
FULL particulars of all the "Cyclax" Preparations, together with valuable hints on the subjects of the Skin and Complexion, the Figure, Physical Exercises, Massage etc., are given in Mrs. Hemming's Toilet Handbook, "THE CULTIVATION AND PRESERVATION OF NATURAL BEAUTY," which will be sent Gratis and Post Free on application to

The "Cyclax" Company, 58, South Molton Street, London, W.

This is

Rose's

The Original and still
the Best
LIME JUICE
in the
World.



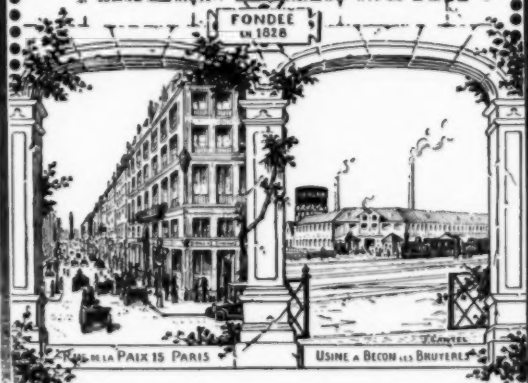
Delicious,
Wholesome
and Refreshing.

There is nothing
quite so nice and
healthful at
all seasons as

Rose's Lime Juice

GUERLAIN

FONDEE
en 1828



Eau de Cologne Imperiale.

Standard quality — of such crystal clarity that the full bottle looks empty.

Eau de Cologne should be limpid and purely transparent — without any colour whatever.

Do not buy it except in clear untinted bottles.

New premises in 1913 : 68 Avenue des Champs Elysees, Paris.



SAVORY & MOORE'S
FOOD
FOR INFANTS



A famous old-brand smoking mixture, rich, flavoured, and soothing as fine old punch. Always a seasonable luxury for smokers who have a decided relish for good things—and as pure and wholesome as it is cool and fragrant.

Bell's THREE NUNS Tobacco

"King's Head" is similar, but stronger.

Both are obtainable everywhere at

6½d. per oz.

THREE NUNS
(Medium)
CIGARETTES

3d. for 10

No. 235.

FOX-FARMING.

THE increasing demand for the more beautiful and valuable furs leads to a corresponding diminution in the number of skins taken. The seal, but for the protective measures enforced by the U.S.A., would have become as extinct as the great auk; the sea-otter, which at one time was in general use as a luxurious but fairly plentiful fur, is now seen but rarely. The bison, which formerly roamed the prairie in countless millions, has vanished from the earth, except for a few small herds preserved, as, for instance, in the Yellowstone Park. That beautiful fur, the chinchilla, will, in a year or two, unless measures are taken for its protection, become as rare as a hansom cab, and a similar state of things prevails with the sable and silver fox. The Russian Government has taken the sable in hand and proclaimed a close time for this valuable little rodent, and the silver fox question has engaged the attention of various furriers, prominent among whom is the firm of Revillon Frères who have conducted many experiments and have gone in scientifically for breeding foxes in confinement. Details of this new branch of a great industry are of considerable interest. The silver or black fox is a variety of the ordinary red fox of Northern North America, and must not be confused with the grey fox of the Southern part of the U.S.A. The colour of the fox ranges from red to black, and there are four varieties, known respectively as red, cross, silver and black, the commonest of which is the red and the most rare the entirely black, and their value is in proportion to their rarity. An ordinary red fox will average from about 60s. upwards per skin; a cross, £10 upwards; a silver, about £50 upwards; and a black, £300 upwards. All varieties have the tip of the tail white. It is easy to see, therefore, that to successfully breed black or silver foxes should be a lucrative undertaking; but it is one that is fraught with difficulties, as the fox is such an extremely shy animal that the greatest care on the part of the farmer is required to avoid either sterility or abortion on the part of the animals.

Fox-farming has, so far, been carried on chiefly in New Brunswick, Nova Scotia and Prince Edward Island in Canada, and in Maine in the U.S.A. Successful establishments are in existence on the River St. Lawrence and also in Alaska. But the habitat of the animal is so extensive that one might almost say the whole of Canada and the North-Western and Northern States of the U.S.A. are suitable for the establishment of fox-farms. The best region, however, is incontestably Canada, the climatic conditions in that country being much more favourable to the production of the best fur than in the more southern districts. The States through which the Rocky Mountains run are also suitable; but, in general, the warmer the climate the weaker the fur, consequently go North for the best pelts. Foxes thrive in enclosures not more than forty feet square, provided that they are left in quiet and not disturbed by visitors—half an acre will accommodate six pairs of foxes, and trees or shrubs are necessary to give them the seclusion they must have. A sandy soil is preferable, for the sake of cleanliness. Too large enclosures tend to make the foxes too wild, while to make them smaller than the size given means that good results will probably not be obtained. The enclosures should be made with wire-netting, with a mesh not greater than two inches—a larger mesh than this permits the young to wriggle through, and in view of the potential value of the little beasts, such escapes should be made impossible. The fences should be about ten feet high, sunk a couple of feet into the ground and turned in at the top for a similar length to prevent foxes climbing over. English hunting-men well know how the fox can climb, and his American brother is quite as good at it. It is advisable to have the farm surrounded with a ring fence at as considerable a distance as is possible, to prevent the animals being overlooked and thereby irritated, and as—so far as farming has been conducted—the foxes never become tame, the importance of not irritating them cannot be over-estimated. They should only be visited by persons to whom they are accustomed.

Boxes or kennels should be supplied in the runs, especially for the breeding females (although the animals will frequently make dens for themselves), but these boxes should be made so as to exclude light, i.e., with a right-angled entrance. No nesting material, straw, hay, etc., need be supplied; the animals attend to this themselves. Diet is not a matter of great difficulty nor expense; the fox is in many respects like the dog, and an entirely carnivorous diet is just as deleterious to the health of the fox as it is to that of the dog; but the fox is all the better, like his canine brother, for bones to gnaw—he requires about a quarter of a pound of meat per day and scraps, bones and the oddments that usually go to the dog. Fresh water, of course, is a *sine qua non*, but the fox will enjoy skim milk. It is essential to success that the animals be fed, not over-fed, at regular intervals, and not allowed to gorge



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themselves on a superabundance of food. Would-be breeders who have thrown a carcase to their foxes and left them to eat as they wished (*au naturel*) have had most unfortunate results.

Foxes breed once a year only, and the young are usually born in April or May, the average number at a birth being five. In the wild state foxes are monogamous, but in confinement one male has been successfully mated with as many as three females; in the wild state the male remains with the female throughout the year, but in confinement it is not advisable to leave them together, except during the mating season, which is in February and March. The period of gestation is about fifty-one days, and the young should be removed from the mother after six months when they are weaned.

Foxes rarely become tame, even after several generations have been reared in captivity, and their excessive fear or irritability frequently causes a want of success in breeding (in other respects they are fairly easy to keep). This irritation is, in the main, caused by people to whom they are not accustomed visiting them; but if the animals get used to seeing one person, and he should be one who is naturally fond of animals and possessed of that indefinable magnetism that is denied to so many, a fair amount of success may be looked for. Animals instinctively know people whom they can trust. Dogs and cats are the most common instances of this, and it is indispensable that such a person must have most, if not all, to do with the attention and care the foxes receive, if good results, both as regards health and breeding, are to be attained.

After mating, the male should be removed, as in many cases his presence has an exciting effect on the female, which is sufficiently marked to, in some cases, cause abortion. One cannot be too careful when the young are born; too much officiousness may cause the loss of the whole litter, the mother either killing the pups outright or carrying them about from place to place until the little ones die of exhaustion. This, of course, means a serious loss to the farmer when one considers a silver foxskin will fetch anything up to several hundreds of

pounds, according to quality. Apart from this danger (that of making the animals frightened) foxes are not difficult to keep in captivity; they seldom endeavour to escape after the first few days' confinement, and settle down to their lot quite contentedly, and, except during the mating season, they do not fight to any extent, while any disease that may appear is usually only due to over-feeding, too much meat or a want of cleanliness, all preventable causes. Weather affects them but little or not at all; frost and snow are their delight, and, indeed, have the effect, which is common to all fur-bearing animals, of making the fur both long and thick.

It must not, however, be imagined that all a fox-farmer has to do is to secure one or two pairs of foxes, turn them into a wire enclosure, throw them food and leave them alone. The failures in fox-farming have up to the present been many more than the successes; and, in fact, in this industry, as in any other, the specialist, the man who devotes his whole time to the business and to an intelligent study of the animals under his care, is the man to obtain the best results. Capital is necessary, so that a farmer, having successfully raised one or two litters, may not be tempted to sell the pups so that he may at once see his money back. As the most valuable skins are the pure black ones, the farmer should obviously, by judicious cross-breeding, endeavour to get as many pure black, or nearly pure black, animals as possible in his stock, and the fox-farmer can eliminate the "red" colour after a few years' careful breeding, thus immensely enhancing the value of his stock.

To recapitulate—avoid irritating the animals, keep them clean, do not give too much meat or over-feed, and see that they can always seclude themselves should they desire to do so. Although the supply of these skins is strictly limited, at the 1912 March sales in London, which is the fur market of the world, silver foxes produced in round figures £10,000, so that the profits of the business, whether the skins are shipped direct to London or sold to the factors in Canada or the U.S.A., are sufficiently evident.

J. C. S.

FOR TOWN AND COUNTRY.

A WEALTH OF FLOWERS.

NO more interesting or reliable guide to the cultivation of flowers, more particularly hardy perennials, could be desired than the "Manual of Horticulture" published by Messrs. Kelway and Sons of Langport, Somerset. The growing appreciation of natural gardening has given a tremendous impetus to the development of hardy plants, an impetus to which Messrs. Kelway have responded nobly. The young gardener can scarcely realise what this firm have done for him, not only in the way of hybridisation and development of such well-known garden favourites as delphiniums, pæonies, gladioli and sweet peas, but also in rescuing many typical English plants well deserving of cultivation from the extinction which threatened them during the passion for exotic artificiality to which the Mid-Victorian horticulturists succumbed. The present volume is very appropriately dedicated to Miss Gertrude Jekyll "in recognition of the right influence which her work and written word have had with cultivators of gardens," and there is a little foreword by Miss Jekyll herself. To the amateur perhaps the most useful pages in the book are those immediately following, and consist of a calendar of what are the most essential things to sow and plant month by month both in flower and vegetable garden. Following these are hardy perennial plants, with notes as to position, soil, etc., appended where necessary; hardy biennials, hardy perennial climbers and twiners, hardy perennial shrubs and trees, fruits, greenhouse, half-hardy and tender perennials, bulbs, flower seeds, vegetables, etc. Each section and many of the subjects are prefaced by generous cultural notes, and the illustrations are beautiful. The plates are reproductions of colour photographs taken direct from the subject, and the life-like results are not only charming, but will be of immense assistance in the choice of new plants, the pæonies and gladioli are particularly good. In addition to these there are numerous photographs of plants actually growing in gardens all over the country, and of individual specimens grown at Langport. In order to make the choice of plants of a particular hue quite certain, Messrs. Kelway have acquired copies of the colour chart distributed by the Royal Horticultural Society, and the purchaser has only to order from the chart to be certain of getting what he requires. Many people are under the impression that a herbaceous border is the simplest form of gardening. One has only to see the difference between the haphazard work of the inexperienced amateur and that of the artistic and experienced professional to correct that impression. To display a number of varieties of different heights, dissimilar growths and a multiplicity of colours to advantage, and to so arrange them as to give an impression of luxuriant and continuous bloom without crowding and stifling the weaker subjects, calls for all the knowledge and ingenuity of an experienced horticulturist; and whatever one may do afterwards, it is a sound plan to invoke the aid of such a one in laying out a herbaceous garden. The permanent borders for which Kelway's are renowned are not included in the Manual, but occupy a separate supplement, entitled

"Gardens of Delight," which can be obtained on application for the sum of 6d.

THE ADAPTABILITY OF CANEWORK.

It is remarkable to notice how some arts progress regularly and constantly, and others seem to stand still for a decade or so at a time till some genius comes along and plays the part of pioneer to a host of followers. Cane-work is an example of this. For longer than one likes to think we were content with the poorest designs and roughest workmanship; then the Dryad craftsmen appeared with new methods and new designs, and revolutionised our conception of the possibilities of the materials in which they wrought. Visitors to the Arts and Crafts Exhibition in Bond Street will have had personal experience of the comfort and beauty of Dryad furniture since the luxurious chairs provided for their convenience there emanated from this world-famous firm. It is not too much to say that they have introduced a new era in furnishing. Formerly cane furniture was considered only fit for garden and verandah, or

such rooms as required furniture of a purely utilitarian and unornamental type. But both design and workmanship give Dryad furniture claim to consideration from a sincerely artistic as well as a useful standard.

The chairs which we illustrate, for example, would not be out of place in any room, and the smooth, strong springiness of the closely woven material gives them a luxurious comfort quite foreign to the ordinary loosely woven caneware of commerce. There were some excellent designs in other articles at the Arts and Crafts Exhibition equally worthy of praise. Among them we would call special attention to a stand work-basket, with a deep well top and tray beneath, designed on simple, straightforward lines and strongly built, in sharp contrast to the fussiness which so often obtains in this sort of thing. A waste-paper basket, too, in whole cane, with stout uprights and a comfortable solid base, appeals to one's sense of suitability very vividly. Indeed, as Professor Lethaby remarks in his "Architecture of Adventure," "true originality . . . is the next step in orderly development," there is no doubt that Dryad caneware may lay just claim to it.



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